

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 2 (1988-1990)
Heft: 11

Rubrik: Mailbag

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

Download PDF: 01.04.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

Rhaetian Diesels - and other matters

I would like to share some follow-up information to the item on the RhB in the last Notepad. Gm 2/2 241 was on the property as early as 5 July 1989. I saw it in the sheds at Landquart on that day, during an NRHS tour. It appeared to be very similar to the former DB type V 52, but I can't be sure. The only photo I got was an end view in the stall, which makes it impossible for me to identify. Would any member know if it was, in fact, a V 52?

I would also like to know whether anyone has information on the RhB's rolling stock converted for intermodal traffic? I saw some of this when I was over there, but was unable to get clear photos, nor to record wagon types and numbers. I am especially curious about the extent and function of "Swapbodies", in addition to the more conventional containers, in this traffic.

Finally, is there a reasonably current RhB roster available, either from the Society, or elsewhere? The most recent one I have is in Jeanmaire's book, but this is too dated for much of my work.

Phil Moberg
E.Hartford, CT, USA

The Society does not publish stock lists - as yet. Members views on this would be welcomed, but please remember that someone has to compile them first!

Involvement

I shared Trevor Bayly's disappointment with the London AGM (June SE), but I am optimistic in believing that we can build a society which is more effective in meeting the needs of its members. One move already apparent is the generation of debate in the pages of *Swiss Express*. This is a healthy sign because it is one measure of the participation of the rank and file.

I would ask all members, and especially those unable to be involved at branch level, to consider the contribution they can make to *Swiss Express*. I am not suggesting that everyone should write an article; instead I envisage short contributions such as queries and news items which can broaden the range of topics which can be covered in one edition. No one should assume that a piece of information which they have is common knowledge.

In particular I would like to see more member's locomotive and stock sightings while in Switzerland. This can be useful for modellers, it can form an historic record and can help those who wish to see particular vehicles. Stephen Barnes' letter on the Zurich S-Bahn in the last edition admirably satisfies all of these criteria.

However, such a column owes its strength to the up-to-date nature of contributions and the speed of replies to questions. In view of this would it be possible to have a later submission date for letters?

I am personally interested in the activities of the declining number of SBB Ae3/6's, I saw 10711 and 10713 stabled at Neuchatel and Thun respectively last year, but have no idea what trains these locos work or whether or not they have any passenger diagrams. Can anybody help?

Richard Butterfield
Mirfield, W. Yorkshire

*The copy date is set to allow time to set, proof read and prepare the magazine and is the cut off point for guaranteed publication. After that, it depends on circumstance, it is necessary to balance the need to give the latest possible news with the equally important need to get *Swiss Express* to members in the month of publication.*

SWISS RAILWAYS SOCIETY

10th SPRING MEET

(INCORPORATING AGM)

IN THE OAK & MINSTER ROOMS

ROYAL YORK HOTEL - YORK

(Next to the Station)

SATURDAY 16th MARCH 1991

GUESTS AND FRIENDS ARE WELCOME

(No charge for guests but a donation expected)

EXHIBITION & MEET 11.30 - 5.30PM

Organised by the MANCHESTER BRANCH on behalf of the Society
IT IS EXPECTED TO INCLUDE THE FOLLOWING EXHIBITS AT LEAST:-
RhB HO_m LAYOUT, SECTION OF BLS LAYOUT, SBB N gauge
DIORAMAS, PHOTO QUIZ, VIDEOS, SLIDES, SRS SALES, SWAPS,
MEMBER'S CONTRIBUTIONS & TRADE STANDS - BOOKS AND MODELS

Lounge bar adjacent to the exhibition

To be followed in the evening by a **DINNER**

In the MINSTER room at 7.45PM

Menu and Price to be announced in the next SWISS EXPRESS

MAKE A WEEKEND OF IT!!

Bed & Breakfast in twin rooms at a rate of £30 each
for Friday and/or Saturday.

Accommodation to be booked through Dave Hovsam

All payments to be to the hotel

FULL DETAILS, INCLUDING FINAL PAYMENT DATES, NEXT ISSUE

HELP NEEDED

This is YOUR exhibition, if you have a layout or items for display let
Dave Hovsam know NOW

3, Balmain Road, Davyhulme, Manchester M31 3TE

DIORAMA COMPETITION

There will be a simple competition for the best **DIORAMA**
with a volume no greater than 1 cubic foot. Any control panel not
included. Point motors, framework, lights, etc. are.

A plastic building in scenery will suffice - it's up to you!

PLEASE HAVE A GO

More letters...

Observations

We have just returned from a holiday in Switzerland and would like to pass on the following observations:

Lucerne Stans Engleberg

This line is using a couple of SBB Brunig coaches on regular services from Lucerne but only as far as Wolfenschiessen. On the journey from Lucerne they are attached to the rear of the train. We returned one day on the 15.44 departure from Engelberg and, having stopped at Wolfenschiessen the train pulled forward and then reversed into the siding to pick up the three SBB coaches which presumably had been left there that morning. The coaches were used to strengthen the train back to Lucerne and appear to have been used for the transportation of school parties.

SBB Brunig

The Brunig is using, on a daily basis, a set of four Berner Oberland Bahn (BOB) coaches on schnellzug services between Lucerne and Interlaken Ost. They mainly run on the *Golden Pass* express 09.25 from Lucerne and 14.14 from Interlaken Ost.

Vitznau-Rigi Bahn

As a result of current construction work in progress on a new depot at Vitznau, the two steam locomotives are trapped in their new shed as the rails between there and the turntable have been removed in order to make room for a tower crane. The new depot is a modern concrete design with large windows.

A physical connection with the Arth-Rigi Bahn is being installed at Rigi Staffel and during our visit, it appeared that the final touches have only to be applied.

Members may like to know that in the road down to Vitznau, *Foto Burgli* are selling old black and white photographic prints at SFr5.00 per print. Specimens are on show in the window and purchasers should ask to see the folder kept behind the counter. This is one of the few shops we encountered where the staff do not speak English.

R & A Dawes.
London

QUERY CORNER

Members requests for detailed information not available through normal sources will be published here. Please send replies to the Editor for future publication.

Q1 : SEMAPHORE SIGNAL AT INTERLAKEN OST

There is a preserved semaphore signal at Interlaken Ost which has a third aspect with a blue light, whilst the arm has a diamond-shaped end. I believe this is a Swiss Ruhe-Halt signal. Can any member assist by confirming this and which railway used the signal and the approximate date of use.

J.E.Daboo

SWISS LINES DIAGRAM

Alan Snowden informs us that his *Swiss Lines Diagram* has now been redrawn with additional information and clearer type. He is willing, for the time being, to replace copies of the first edition returned with a suitable sized stamped addressed envelope. The size is A3, not A4 as stated in our last issue.

Swiss Express is published by the Swiss Railways Society and printed by Claymore Graphics, 63, Cotton Street, Aberdeen AB2 1EE Scotland.